

PERFORMANCE MEASURES FOR CMAQ OPERATIONS PROJECTS

- Why needed
 - Risks of not establishing PMs
 - Examples from other regions
 - Next steps?

WHY DO WE NEED PERFORMANCE MEASURES?

- Required – CMAQ annual report
 - Required – Long Range Transportation Plan
 - Possibly Required – Transportation (Re)Authorization
 - Best Practice – Accountability
 - Best Practice – Competitiveness for future funding (B/C ratio)
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RISKS OF NOT ESTABLISHING PMS

- Eliminated/reduced funding for future projects
- Loss of credibility – what did we get for \$\$\$?
- PMs established by others
- Scrambling to play “catch up”
- Missed opportunities for outside funding (e.g. TIGER program)

EXAMPLES FROM OTHER REGIONS

- NCTCOG – Dallas/Ft. Worth area
 - Travel time (corridor-based)
 - Vehicle-hours of delay; average cost per traveler
 - Stops (per corridor)
 - Fuel consumption (gallons)
 - Signal delay (seconds/minutes)
 - Emissions (kg CO, VOCs, NOx)
 - MARC/Kansas City Scout (Operation Green Light)
 - Travel time delay – B/C ratio
 - Fuel consumption
 - Air quality/emissions
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POSSIBLE NEXT STEPS

- Agree to region-wide operations PMs
 - Set PMs based on project type
- Agree to set of possible PMs, with commitment to some
- Other options?